

87,00819

COPY

MONO COUNTY

FINAL

SCENIC HIGHWAYS ELEMENT


August 1981

INSTITUTE OF GOVERNMENTAL  
STUDIES LIBRARY

FEB 24 1987

UNIVERSITY OF CALIFORNIA

Robert W. Sandy, Director Mono County Planning Department  
P.O. Box 8, Bridgeport, California 93517



Digitized by the Internet Archive  
in 2024

<https://archive.org/details/C124889334>

RESOLUTION 81-08

A RESOLUTION OF THE MONO COUNTY PLANNING COMMISSION ADOPTING A SCENIC HIGHWAYS ELEMENT AND ENVIRONMENTAL IMPACT REPORT TO THE GENERAL PLAN AND FINDINGS THAT SAID ACTION WILL NOT HAVE A SIGNIFICANT EFFECT ON THE ENVIRONMENT.

WHEREAS, Government Code of the State of California mandates that all counties and cities shall prepare and adopt a Scenic Highways Element, and

WHEREAS, Mono County in compliance with the general plan extension granted by the State Office of Planning and Research has caused to be prepared documents entitled "Mono County Scenic Highways Element" and Environmental Impact Report, and

WHEREAS, the Planning Commission of the County of Mono did on the 9th day of July, 1981, hold noticed and advertised public hearings to hear all testimony relevant to said plan,

NOW, THEREFORE, BE IT RESOLVED that the Planning Commission of the County of Mono does hereby approve and adopt the Scenic Highways Element and Environmental Impact Report as amended.

NOW, THEREFORE, BE IT FURTHER RESOLVED that the Planning Commission of the County of Mono finds and determines that preparation and subsequent adoption thereof will not have a significant impact on the environment.

PASSED AND ADOPTED this 9th day of July 1981 for transmittal to the Board of Supervisors with a recommendations for adoption and findings that the preparation and subsequent adoption will not have a significant impact upon the environment.

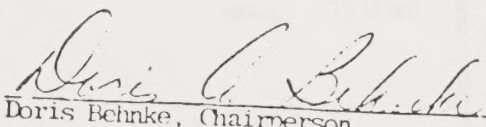
AVES: Chairperson Behnke, Commissioners Good, Lemmon and Fraser.

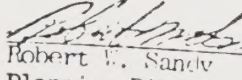
NOES: None

ABSTAIN None

ABSENT: None

VACANCY: District #4

  
Doris Behnke, Chairperson  
Mono County Planning Commission

ATTEST:   
Robert E. Sandv  
Planning Director





1 RESOLUTION NO. 81-147

2 BOARD OF SUPERVISORS, COUNTY OF MONO

3 A RESOLUTION OF THE MONO COUNTY BOARD OF SUPER-  
4 VISORS ADOPTING A SCENIC HIGHWAYS ELEMENT AND  
5 ENVIRONMENTAL IMPACT REPORT TO THE GENERAL PLAN  
6 AND FINDINGS THAT SAID ACTION WILL NOT HAVE A  
7 SIGNIFICANT EFFECT ON THE ENVIRONMENT.

8 WHEREAS, Government Code of the State of California mandates that  
9 all counties and cities shall prepare and adopt a Scenic Highways Element,  
10 and

11 WHEREAS, Mono County in compliance with the general plan extension  
12 granted by the State Office of Planning and Research has caused to be  
13 prepared documents entitled "Mono County Scenic Highways Element" and  
14 Environmental Impact Report, and

15 WHEREAS, the Board of Supervisors of the County of Mono did on the  
16 4th day of August, 1981, hold noticed and advertised public hearings to  
17 hear all testimony relevant to said plan,

18 NOW, THEREFORE, BE IT RESOLVED that the Board of Supervisors of  
19 the County of Mono does hereby approve and adopt the Scenic Highways  
20 Element and Environmental Impact Report as amended.

21 NOW, THEREFORE, BE IT FURTHER RESOLVED that the Board of Supervisors  
22 of the County of Mono finds and determines that preparation and subsequent  
23 adoption thereof will not have a significant impact on the environment.

24 PASSED AND ADOPTED this 4th day of August 1981, by the following  
25 vote of said Board:

26 AYES: Supervisors Jencks, Johnson, Maner, Reid, Stanford

27 NOES: None

28 ABSTAIN: None

29 ABSENT: None  
30  
31  
32

## Section I

### INTRODUCTION

Mono County has been richly endowed with scenic resources. The County offers some of the most diverse terrain features to be found in any area of comparable size in the Country. From the pine-studded eastern slopes of the Sierra Nevada range, across the dramatically barren landscape of the Mono Basin, to the lush, grassy areas of the Antelope, Bridgeport and Long Valleys, sweeping vistas abound. Rugged mountain vistas of the Sierra Nevada range, White Mountains, Sweetwater Mountains, Bodie Hills, etc. are an integral aspect of the scenic environment. The vast hydrologic resources of the County, including numerous lakes, rivers, and streams add to the visual splendor. Other scenic assets include agricultural areas such as the alfalfa fields of the Hammil Valley, and wildlife migration areas such as the Little Antelope Valley, which provides habitat for large numbers of deer. These unique scenic qualities are recognized as being among the primary environmental assets which have contributed to the growth, stature and character of the County. The development of an outstanding system of scenic highways will help to preserve this natural beauty and substantially benefit the County economy through the attraction of additional tourists and visitors.

This Element identifies a system of scenic highway routes and outlines goals, policies and implementation measures designed to preserve scenic lands. An important benefit of the Element, and its implementation is the possible development of roadside rests, vista points, and other facilities appurtenant to scenic highway routes. These roadside improvements will enhance the scenic driving experience within the County.



## TABLE OF CONTENTS

Section I	INTRODUCTION
Section II	GLOSSARY
Section III	PROCEDURES FOR SCENIC HIGHWAY DESIGNATION
Section IV	GOALS, POLICIES AND IMPLEMENTATION MEASURES
Section V	CONSISTENCY WITH OTHER GENERAL PLAN ELEMENTS
Section VI	REFERENCES
Section VII	PEOPLE AND ORGANIZATIONS CONTACTED

### TABLES

Table I	Mono County Adopted Scenic Highway System
---------	---

### FIGURES

Figure I	State Scenic Highway Master Plan and Officially Designated State Scenic Highways
Figure II	IMAGE proposal for a Mono County Scenic Highway System
Figure III	Mono County Adopted Scenic Highway System
Figure IV	Mammoth Design Review District
Figure V	June Lake Design Review District

## Section II

### GLOSSARY

Listed below are terms used in this Element:

Public Right-of-Way - The roadbed, pathway or trail tread of a travelled way and adjacent lands in public control. It includes lands utilized for roadway protection, storm drainage, public utilities, pedestrian travel and roadside plantings.

Scenic Highway - Any freeway, highway, road, street, boulevard, or other public right-of-way which traverses an area of unusual scenic quality and has been so designated as a Scenic Highway by the County Board of Supervisors and/or the State of California.

Scenic Highway Corridor - The area of land generally adjacent to (within 1000 feet) and visible from the highway, which requires protective measures to insure perpetuation of its scenic qualities.

Scenic Highway Plan and Program - Land use policies and implementation measures proposed by the local jurisdiction to protect and enhance the scenic highway corridor.

Scenic Highway Report - A study which the County Board of Supervisors requests the State Department of Transportation to conduct consisting of two parts:

- a. Corridor Survey  
Examines the proposed corridor, identifies any scenic elements adjacent to the roadway and determines tentative scenic corridor boundaries.
- b. Highway Facility Study  
Discusses the existing highway facility, present and projected traffic volumes, design standards, hardware (i.e. signs, fences, etc.), relation to points of interest, vista points, conformity to scenic highway design standards, desirable revisions (e.g. landscaping) and future construction.

Scenic Highway Route - It consists of both the public right-of-way and the scenic corridor.

State Scenic Highway Master Plan - A list of scenic routes compiled by the State as a result of public hearings. New routes can be added to the Master Plan by action of the State Legislature.



### Section III

#### PROCEDURES FOR SCENIC HIGHWAY DESIGNATION

##### A. State Official Scenic Highway Designation

This section outlines the basic procedures to be followed for the official designation of a State Scenic Highway. For a more detailed description of these procedures refer to the Inyo Mono Association of Governmental Entities (IMAGE) Scenic Highway Element on file at the Mono County Planning Department.

##### 1. Eligibility:

Any highway shown on the State Scenic Highway Master Plan is eligible to qualify as an officially designated State Scenic Highway. Any County Scenic Highway, so classified in a County adopted General Plan, is similarly eligible for State approval as an officially designated County Scenic Highway. There are a number of routes within Mono County that are described in the State Scenic Highway Master Plan. These include U.S. Highway 395 (120.49 miles), State Highway 89 (7.6 miles), State Highway 108 (15.15 miles), State Highway 120 (58.99 miles), State Highway 158 (15.62 miles) and State Highway 203 (9.0 miles) (See Figure I). In addition, the IMAGE element proposed a County Scenic Highway System for Mono County including the following routes (also see Figure II):

	<u>FROM</u>	<u>TO</u>	<u>MILES</u>
Bodie Rd.	U.S. Highway 395	Bodie	13.31
Cottonwood Rd.	U.S. Highway 395	Bodie	10.96
Virginia Lakes Rd.	U.S. Highway 395	End	6.12
Twin Lakes Rd.	U.S. Highway 395	End	13.67
Buckeye Creek Rd.	Twin Lakes Road	U.S. Highway 395	4.55
Lundy Lake Rd.	U.S. Highway 395	End	6.67
Walker Lake Rd.	U.S. Highway 395	End	2.56
Green Lakes Rd.	U.S. Highway 395	End	9.36
Minaret Summit Rd.	State Highway 203	Madera Co. Line	7.89
Road 8092	Inyo County Line	Bristlecone Pine Forest	9.79
State Rt. 168	Inyo County Line	Nevada State Line	5.75
State Rt. 6	Inyo County Line	Nevada State Line	32.59
		<b>TOTAL</b>	<b>123.66</b>

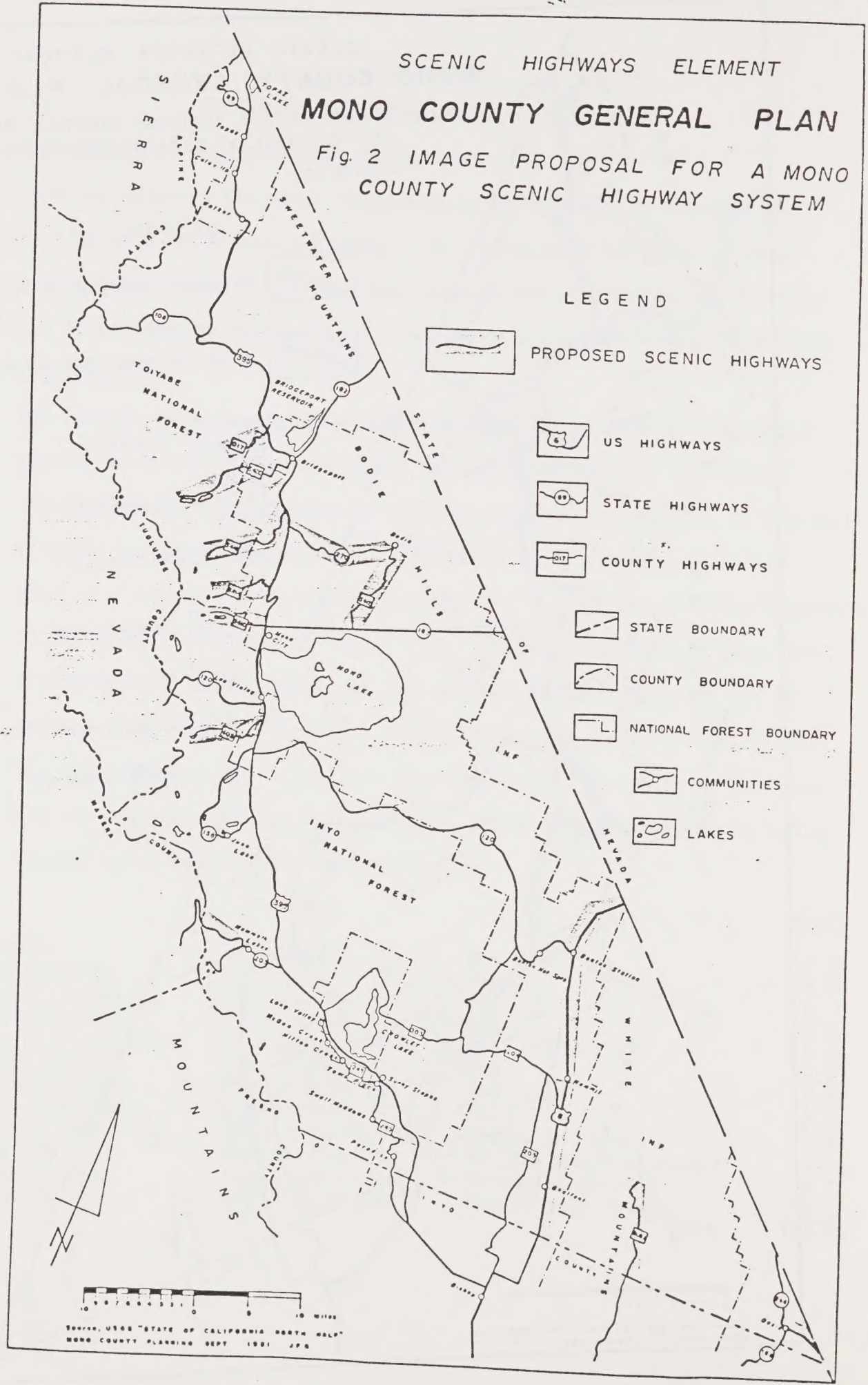




SCENIC HIGHWAYS ELEMENT

# MONO COUNTY GENERAL PLAN

Fig. 2 IMAGE PROPOSAL FOR A MONO COUNTY SCENIC HIGHWAY SYSTEM





## 2. Scenic Highway Study:

The legislative body having jurisdiction over lands adjacent to an eligible scenic highway must request by resolution to the District Director of Transportation that a Scenic Highway Study, including a Corridor Survey and a Highway Facility Study, be made. Prior to this request, the local agency should have adopted a Scenic Highway Element of their general plan. The State has completed Scenic Highway Reports for the following routes in Mono County:

- a. 17.5 miles of U.S. Highway 395 from 1.0 mile south of Rock Creek Road to 1.1 miles north of the Mammoth interchange (State Route 203).
- b. 3.2 miles on State Highway Route 89 between the junction of U.S. Highway 395 and the Alpine County line.
- c. 13.37 miles of State Highway Route 120 between Yosemite National Park boundary and the junction of U.S. Highway Route 395 near Lee Vining.
- d. 9.0 miles of State Highway Route 203 extending from the Madera County line to the junction of U.S. Highway 395 near Casa Diablo Hot Springs.
- e. 9.7 miles of U.S. Highway 395 from the West Walker River bridge to Mountain Gate Lodge about 1.0 mile south of Walker.

## 3. Scenic Highway Plan and Program:

The local jurisdiction must prepare a plan and program to protect and enhance the Scenic Highway Corridor as described in the Scenic Highway Report. This Scenic Highway Plan and Program must include proposed land use policies and implementation measures.

## 4. Plan and Program Review:

The local jurisdiction shall forward the Scenic Highway Plan and Program to the State Department of Transportation for review. The State Director of Transportation shall inform the local jurisdiction and the Division of Highways of his determination of the qualifications of the proposal for an

officially designated "State Scenic Highway". His approval shall mean that if the local jurisdiction carries out its Scenic Highway Plan and Program as outlined in their proposal, he will, with the advice of an advisory committee, designate the route to be an Official State Scenic Highway. County roads are declared official County Scenic Highways by the County Board of Supervisors when authorized to do so by the State Director of Transportation. The following State Highways have been designated as official State Scenic Highways in Mono County (see Figure I):

- a. Route 89 between post mile 3.2 and the Alpine County line, post mile 7.6.
- b. Route 395 between post mile 18.0 near Long Valley and post mile 26.9, 1.1 miles north of Route 203.

5. Adoption and Implementation:

The scenic corridor boundaries and the local Scenic Highway Plan and Program, identifying the land use regulation measures to be utilized within the corridor, shall be adopted by the local Planning Commission and the County Board of Supervisors. The measures adopted by the local jurisdiction for the protection of the corridor shall be effectively maintained, upgraded and enforced by the local jurisdiction in order to retain official designation.

B. County Adopted Scenic Highway Designation

As part of this element, a list of visually significant roads and highways has been compiled for the County (see Table I). Upon adoption of the Scenic Highway Element by the Board of Supervisors, all routes listed in Table I: Mono County adopted Scenic Highway System shall become County Adopted Scenic Highways. County Adopted Scenic Highways are subject to the goals, policies and implementation measures contained in the Scenic Highway Element.



Table 1: Mono County Adopted Scenic Highway System

ROAD	FROM	TO	MILES	SCENIC CORRIDOR ATTRIBUTES
U.S. Highway 395	Nevada State Line (P.M. 120.5)	Junct. w/S.R. 89 (P.M. 117.0)	3.5	Topaz Lake, State/ County Entry Point
U.S. Highway 395	Inyo N.F. Boundary (P.M. 104.8)	Junct. o/U.S. 395 & Emigrant St. N. (P.M. 76.8)	28.0	West Walker River Canyon, Devil's Gate Bridgeport Valley and Reservoir
U.S. Highway 395	So. o/Evans Tract in Bridgeport (P.M. 74.5)	No. o/Lee Vining High School (P.M. 52.0)	22.5	Bridgeport Valley, Virginia Creek Canyon Conway Summit, Mono Basin and Lake, Dana Plateau, Mt. Gibbs
U.S. Highway 395	Junct. w/S.R. 120 Tioga Turnoff (P.M. 51.0)	Inyo County Line (P.M. 0.0)	51.0	Mono Craters, June Mountain, Inyo Craters Devil's Punchbowl, Crestview, Mammoth Mountain, Sherwin Bowl
State Route 89	Junct. w/U.S. 395 (P.M. 0.0)	Alpine County Line (P.M. 7.6)	7.6	Monitor Pass, Antelope Valley Panorama, Lake Tahoe Scenic Route
State Route 108	Tuolumne County Line (P.M. 0.0)	Junct. w/U.S. 395 (P.M. 15.2)	15.2	Sonora Pass, Leavitt Meadow
State Route 120	Tuolumne County Line (P.M. 0.0)	No. Junct. w/U.S. 395 (P.M. 13.4)	13.4	Tioga Pass and Lake, Yosemite Park Route
State Route 120	So. Junct. w/U.S. 395 (P.M. 13.4)	1/2 mile southwest of Intersect. of S.R. 120 & S. 303 (P.M. 54.4)	41.4	Mono Lake Craters and Mill, Adobe Valley White Mountains
State Route 158	S. Junct. w/U.S. 395 (P.M. 0.0)	No. Junct. w/U.S. 395 (P.M. 15.6)	15.6	June Lake, Oh Ridge, Mono Pass, Grant & Silver Lakes
State Route 167	Junct. w/U.S. 395 (P.M. 0.0)	Nevada State Line (P.M. 21.3)	21.3	Mono Basin and Lake
State Route 168	Inyo County Line (P.M. 0.0)	Nevada State Line (P.M. 5.8)	5.8	White Mountains
State Route 182	Toiyabe N.F. Bdry. N.E. o/Bridgeport (P.M. 4.5)	Nevada State Line (P.M. 12.7)	8.2	Bridgeport Valley, Bodie Hills, E. Walker River, Sweetwater Mountains.
State Route 203	Junct. w/U.S. 395 (P.M. 9.0)	Junct. w/Sierra Park Road (P.M. 5.8)	3.2	Crowley Lake, Little Round Valley, Sherwin Summit, Wheeler Ridge
State Route 270	Junct. w/U.S. 395 (P.M. 0.0)	3.8 miles S.W. o/Bodie (P.M. 9.5)	9.5	Bodie State Historical Park Route
S. 203 (Fish Slough Rd.)	Junct. w/S. 204 (P.M. 0.0)	Inyo County Line (P.M. 13.0)	13.0	Fish Slough, White Mountains, Petroglyphs
S. 204 (Chidago Cyn.)	Junct. w/S. 303 (P.M. 0.0)	Junct. w/S. 203 (P.M. 10.0)	10.0	Chidago Canyon
S. 303 (Benton Xing Rd.)	Junct. w/U.S. 395 (P.M. 0.0)	Junct. w/S.R. 120 (P.M. 31.4)	30.9	Crowley Lake, White Mountains
S. 410 (Lundy Lake Rd.)	Junct. w/U.S. 395 (P.M. 0.0)	End (P.M. 6.7)	6.7	Lundy Lake
S. 412 (Cottonwood Rd.)	Junct. w/S.R. 167 (P.M. 0.0)	Bodie (P.M. 11.0)	11.0	Bodie State Historical Park Route
S. 414 (Virg. Lks. Rd.)	Junct. w/U.S. 395 (P.M. 0.0)	End (P.M. 6.1)	6.1	Virginia Lakes and Creek
S. 416 (Green Lks. Rd.)	Junct. w/U.S. 395 (P.M. 0.0)	End (P.M. 9.4)	9.4	Green Lakes and Creek
S. 418 (Bodie Rd.)	Junct. w/S.R. 270 (P.M. 0.0)	Bodie (P.M. 3.8)	3.8	Bodie State Historical Park Route
S. 420 (Twin Lks. Rd.)	1/2 mile So./o Junct. w/U.S. 395 (P.M. 0.5)	End (P.M. 13.7)	13.7	Twin Lakes, Robinson Creek, Sawtooth
S. 423 (Aurora Cyn. Rd.)	1st B.L.M. Gate (P.M. 2.0)	Junct. 504 (P.M. 7.7)	5.7	Aurora Canyon
S. 504 (Bodie/Masonic Rd.)	Junct. 423 (P.M. 0.0)	Bodie (P.M. 15.5)	15.5	Bodie State Historical Park Route
8092 (Forest Service Rd.)	Inyo County Line (P.M. 0.0)	White Mtn. Research Stn. (P.M. 9.8)	9.8	Ancient Bristlecone Pine Forest

381.8 TOTAL

## Section IV

### GOALS, POLICIES AND IMPLEMENTATION MEASURES

#### Goal I

Protect and enhance the visual environment adjacent to the travel routes of Mono County which have particular scenic value.

#### Policy A

Develop programs to preserve and improve the visual qualities of Scenic Highway Routes.

#### Implementation Measure I - Scenic Highway Designation

- a. Establish a system of County adopted Scenic Highways.

#### Discussion:

The Mono County Adopted Scenic Highways System is primarily comprised of the routes suggested in the IMAGE Scenic Highways Element (See Section III.A.1 Eligibility), officially designated State Scenic Highways and portions of Scenic Highway Master Plan (See Figure III).

- b. Apply the goals, policies and implementation measures contained in this element to officially designated State Scenic Highways and portions of scenic highways described in the State Scenic Highway Master Plan.

#### Discussion:

As previously discussed under Section III entitled "Procedures for Official Scenic Highway Designation", a portion of State Route 395 and part of State Route 89 have already been designated as Official State Scenic Highways. Furthermore, Scenic Highway Reports have been prepared for three other segments of state highway in Mono County.

#### Implementation Measure 2 - Scenic Highway Corridor Conservation

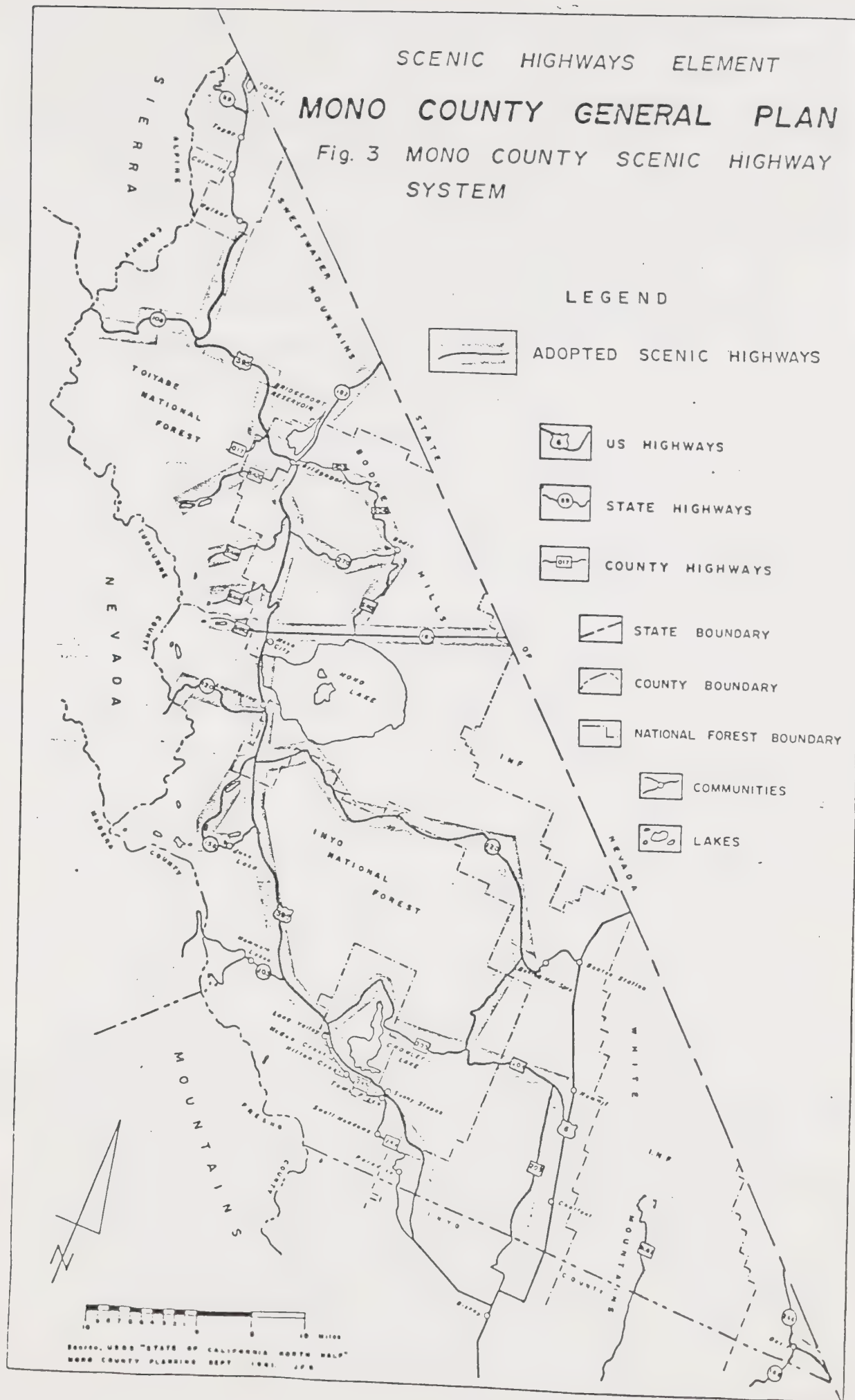
- a. Encourage the maintenance and expansion of large lot zoning designations within view of scenic highways adopted in this Element.



SCENIC HIGHWAYS ELEMENT

# MONO COUNTY GENERAL PLAN

Fig. 3 MONO COUNTY SCENIC HIGHWAY SYSTEM



Discussion:

A number of parcels within view of scenic highways adopted in this Element are presently zoned "Exclusive Agriculture" (A-B-5 i.e. 5 ac. min. lot size) and "Rural Residential" (RR-B-5 i.e. 5 ac. min. lot size). These zoning designations occur along U.S. Highway 395 at such locations as Mono City, Bridgeport, and Walker. The "Open Area" zone (O-A/1 ac. min. lot size) which is currently being used in Mammoth to preserve urban open space, could also be used to protect scenic areas adjacent to designated highways. Uses allowed or subject to a use permit in the aforementioned zoning districts include agricultural operations, residences, public utility buildings, quarries, etc. Therefore, it may be necessary to impose additional conditions (e.g. setbacks, screening etc.) upon proposed developments within view of scenic highways to ensure that the proposed use will not degrade the visual environment.

- b. Continue to preserve Scenic Highway Corridors through public ownership and control.

Discussion:

Since nearly 80% of Mono County is held by federal, state and local governmental entities, most of the proposed scenic routes adopted in this Element are presently under public ownership and control (see the County Land Use Element for a detailed breakdown and diagram of land ownership in the planning area). Through intergovernmental cooperation and coordination, such as the exchange of visually significant private land for surplus public land, scenic corridors can be preserved in perpetuity.

Implementation Measure 3 - Scenic Highway Corridor Restoration

- a. Restore abandoned scenic highways adopted in this Element, to a condition comparable to surrounding land.



Discussion:

Any existing abandoned scenic highway shall be restored by the governmental entity responsible for the abandonment. In the future, any jurisdiction which intends to abandon a scenic highway or portion thereof shall restore the roadway before it is officially abandoned.

- b. Screen visually offensive land uses within view of scenic highways adopted in this Element.

Discussion:

Upon application for the expansion of an existing visually offensive land use within a scenic corridor (e.g. road maintenance yards, trailer parks, etc.) the County Planning staff shall review the proposal to ensure that any visually offensive portion of the property which is within a scenic highway corridor will be adequately landscaped or otherwise screened.

Materials used must be in harmony with the surrounding environment. Future offensive land uses shall not be located within a scenic highway corridor, unless proven indispensable, located as inconspicuously as possible, and landscaped or otherwise screened with materials which are in harmony with the surrounding environment.

- c. Carry out revegetation and reforestation programs along Scenic Highways adopted in this Element.

Discussion:

The Forest Service has an existing reforestation program for areas under their jurisdiction which have been logged or experienced a forest fire. Native trees are used to reforest along scenic highways where feasible. This type of program should be conducted by all governmental entities with jurisdiction adjacent to scenic highways adopted in this Element.

Implementation Measure 4 - Scenic Highway Corridor Development Standards

- a. Encourage "Scenic Combining" zoning (SC District) in areas adjacent

to and visible from scenic highways as determined by this Element.

Discussion:

The S-C District is intended to regulate the placement of structures and public and private roads so that the unusual scenic beauty unique to the county will not be destroyed. "Scenic Combining" zoning is currently being used in the Antelope Valley and Hilltop Estates area. The intent of this district is to ensure that development in scenic highway corridors is visually compact and unobtrusive. Site plans are reviewed by the Planning Commission for building height, profile setback and land disturbance.

- b. Encourage "Planned Development" zoning (P District) for large parcels situated within a scenic highway corridor.

Discussion:

Application for a planned development must be accompanied by a plan of the development. Such a plan shall indicate among other things, topography of the land; proposed streets; areas to be dedicated or reserved for parks; and proposed location of buildings.

- c. Encourage the establishment of Design Review Districts in those communities which want to provide design review for all proposed commercial structures and for apartment and condominium projects with more than three units.

Discussion:

Ordinance 80-397-V and 81-397-W amend Chapter 19.66 of the Mono County Code to allow for the establishment of Design Review Districts. Interested parties may petition the Board of Supervisors to adopt a resolution of initiation which is then forwarded to the Planning Commission. Public hearings are held by the Planning Commission and written recommendations

forwarded to the Board which in turn holds public hearings and either approves or disapproves district establishment. Upon creation of a district the Board designates a Design Review Authority, which evaluates proposed commercial structures, condominiums and apartments with four or more units to ascertain compliance with the intent of this chapter. Architectural design and features which are considered detrimental to the general well being of the community are: reflective materials, excessive height or bulk; standardized designs which are utilized to promote specific commercial activities and which are not in harmony with the community atmosphere; architectural designs and features which are incongruous to the community; and any structure design which significantly detracts from the natural attraction of the community. The Board created Design Review Districts for all private lands in Mammoth and June Lake in February and May of 1981 respectively (See Figures IV & V).

- d. Minimize earth-moving operations and the removal of vegetation in scenic highway corridors.

Discussion:

Grading plans shall be submitted for all projects proposed within a scenic highway corridor.

- e. Require that projects constructed within the scenic highway corridor use plants and materials for landscaping which are in harmony with the surrounding environment.

Discussion:

Landscaping plans shall be submitted for all projects proposed within a scenic highway corridor.



## Policy B

Coordinate and cooperate with various governmental entities to effectively implement the Scenic Highway Element.

### Implementation Measure I

Coordinate efforts with adjacent jurisdictions, the Forest Service, the Bureau of Land Management, City of Los Angeles and the State Lands Commission in the establishment and maintenance of scenic routes.

#### Discussion:

Many of the Scenic Highways proposed in this element continue beyond the boundaries of Mono County into Inyo, Madera, Tuolumne, and Alpine Counties and the State of Nevada (See Table I). Additionally a large percentage of the scenic highway corridors in the county are under federal and state jurisdiction. Therefore in adopting and implementing a Scenic Highway System for Mono County, it is important to take into account the efforts of these various governmental entities. The Forest Service, B.L.M., State Lands Commission and L.A.D.W.P. were contacted during the preparation of the Draft Scenic Highways Element & EIR will continue to receive notification of proposed projects within 300 feet of their boundaries.

### Implementation Measure 2

Attempt to obtain financial support from federal and state sources where expenditure of funds are necessary.

#### Discussion:

In order to fund the development of scenic view areas, roadside rests, etc. it may be necessary to obtain federal or state support. Federal funding may be available from the Forest Service of the Bureau of Land Management to provide roadside improvements on lands under their jurisdiction. At the state level, the Department of Transportation does give scenic highways higher priority in their consideration of proposals for the development of turnouts, etc.

## Policy C

Establish and implement roadway improvement standards for scenic highway routes adopted in this element.

### Implementation Measure 1

Limit travel speeds on scenic highways adopted in this element to levels which do not require the imposition of visually disruptive roadway improvement standards, unless necessary to improve safety at existing speeds.

#### Discussion:

In order to increase the speed limit on an existing roadway, it is usually necessary to widen the road, correct the curves, etc. These type of roadway improvements could substantially alter the present visual experience of a scenic highway. Therefore instead of increasing travel speed on scenic highways, a variety of methods should be used to limit travel speed including speed bumps, warning signs, etc.

### Implementation Measure 2

Make every effort to work within existing rights-of-way rather than constructing new roads through scenic areas.

#### Discussion:

With the exception of the proposed widening of State Route 203 to four lanes, the Minaret Road extension and the Meridian Boulevard extension, in Mammoth Lakes Village, and the proposed Alderman Street extension and Leonard Avenue extension in June Lake Village, no additional highway construction is anticipated in Mono County during the next five years.

### Implementation Measure 3

Ensure that aesthetics is a major consideration in the design of any new roads through scenic areas.

#### Discussion:

In order to minimize the disruption which can result from the con-

struction of a new road through a scenic area, clear cutting and hill-side cuts should be avoided whenever possible.

#### Policy D

Control access to scenic highways adopted in this Element to maintain a safe and quality driving experience.

##### Implementation Measure I

Utilize existing access to scenic highways whenever possible.

##### Implementation Measure 2

Minimize visual and functional disruption whenever feasible by combining individual driveways before they intersect with a scenic highway.

#### Policy E

Restrict the location, subject and design of signs in scenic highway corridors as determined by this Element.

##### Implementation Measure I

Prohibit off-premises outdoor advertising within scenic highway corridors except for an approved information or directional panel.

#### Discussion:

Section 19.63.030. L of the Mono County Code prohibits billboards throughout the county. The code classifies signs into six categories. Class 6, Direction (Section 19.63.050 F) is the most appropriate category for scenic highway corridors. Signs not to exceed three square feet providing needed directions to remotely located scenic and recreational areas such as pack stations, lodges, resorts, lakes, etc. are allowed. These directional panels are limited to the name of the area, and directions to its location. Signs should be located within the public right-of-way and should be visually subordinate to the natural setting.



## Implementation Measure 2

Regulate the number, type, size, height, design, materials, color and texture of on-premise attached signs within scenic highway corridors.

### Discussion:

On-premise signs allowed within a scenic highway corridor should be the minimum necessary for identification. This means one attached sign per commercial occupancy no more than twenty-five square feet in size and no more than twenty-five feet above the natural grade, but not to protrude above the top of any structure. The design, materials, color and texture of the sign must be in harmony with the surrounding environment.

## Implementation Measure 3

Require a use permit for all on-premise freestanding signs in scenic highway corridors.

### Discussion:

A use permit for an on-premise freestanding sign shall not be approved unless the sign is acceptable to the public and meets the following criteria: one sign per building site; no more than fifty square feet in size; and no more than twenty feet above the natural grade in areas of the county seven thousand feet high or above, and no more than twelve feet in areas below seven thousand feet.

## Implementation Measure 4

Limit the size and number of official scenic highway designation signs.

### Discussion:

The official scenic highway "poppy signs" should be limited in size to three square feet and should only be posted at entry point & exitway of those County adopted Scenic Highways which are also U.S. &/or State Routes. Scenic Highway signs should not be posted along County or Forest Service roads to avoid inducing public travel on these visually fragile, relatively remote routes.

#### Implementation Measure 5

Require that non conforming off-premise signs be brought into compliance with the provisions adopted in this Element no later than January 1, 1983.

#### Discussion:

Section 19.72.100 of the Mono County Code requires that signs which do not conform to the provisions of the Code be brought into compliance "...within ten years from the date of the erection of the sign or advertising structure; provided, however, this regulation shall not become effective until two years after the date of the adoption."

The ordinance was adopted in 1970 which means compliance is necessary by the end of 1982.

#### Policy F

Locate and design utility structures to minimize the visual impact upon scenic highways adopted in this Element.

#### Implementation Measure 1

Underground new and existing utility lines within scenic highway corridors whenever feasible.

#### Discussion:

Since 1974 undergrounding utilities has been mandatory for all subdivision with a lot size of 3 acres or less and for all condominium projects (Mono County Code, Section 17.16.200). Several areas within the County have been designated by the Board of Supervisors as "underground utility districts" (e.g. Main Street in Mammoth Village between the fire station and the Security Pacific Bank, Minaret Summit Drive from Lake Mary Road to Forest Trail Drive in Mammoth, the end of the Bryant Field runway in Bridgeport etc.) Over head wires and structures are prohibited within any underground

utility district. A small percentage of the Southern California Edison budget (Rule No. 20) is set aside to replace existing overhead electric facilities throughout the Edison service area with underground electric facilities. Areas designated as underground utility districts by the Mono County Board of Supervisors are eligible for financial support from Edison to convert to underground utilities. Therefore, it would be advantageous to designate additional underground utility districts within scenic highway corridors.

#### Implementation Measure 2

Require that overhead utility lines proposed within a scenic highway corridor be located in the least conspicuous manner possible.

*Revised*

#### Discussion:

When locating new overhead electric facilities within a scenic highway corridor avoid prominent ridge lines, barren sides of mountains or hills, creek and river beds and lake shores. Mitigating measures include keeping all alignments along the bottoms of lower slopes and in keeping with the scale of topographic change, preserving forested areas and using existing utility corridors and common poles wherever possible.

### Goal II

Heighten awareness of the unique visual environment in Mono County for the enjoyment of residents and visitors.

#### Policy A

Provide appurtenant facilities for scenic highways adopted in this Element. (Note: Funding is extremely limited for these type of facilities, therefore they will only be provided as funding becomes available).

#### Implementation Measure 1

Develop scenic view areas and roadside stations whenever feasible within scenic corridors.

#### Implementation Measure 2

Install bicycle lanes, equestrian trails and sidewalks where appropriate



along scenic highways.

Implementation Measure 3

Protect and enhance all historical structures and points of interest whenever possible within corridors.

Policy B

Continue to conduct an anti-letter campaign along scenic highways.

Implementation Measure 1

Continue to provide pull-outs with garbage cans where appropriate along scenic highways.

Implementation Measure 2

Continue to encourage a special program for litter retrieval within scenic corridors (e.g. boy scout or youth group projects).

Implementation Measure 3

Continue to enforce litter abatement laws including fines.



"EXHIBIT A"

AMENDMENTS TO THE SCENIC HIGHWAY ELEMENT  
of the  
MONO COUNTY GENERAL PLAN

Scenic Highways Element:

Under Goal 1, Policy F, Implementation Measure 2, delete the current wording and insert the following language:

Implementation Measure 2

The siting of transmission lines shall avoid interfering with views in a scenic highway corridor to the greatest extent possible.

Discussion:

New high voltage transmission lines shall not be sited along a foreground view of potential or designated state and county scenic highways as shown in Figures 1 and 2 of this element unless no feasible alternatives exist. Further, the following criteria will apply as applicable.

- If a proposed overhead line route can be feasibly shifted from a scenic corridor to another area, the latter route should be used.
- For lower voltage sub-transmission lines, undergrounding is desirable when alignments parallel scenic highways.
- When crossing a scenic highway, utility lines should not follow road right-of-way for extended distances.
- The joint use of electric transmission facilities by two or more utilities shall be encouraged, when feasible, to reduce the total number of transmission lines constructed.
- Long views of transmission lines parallel to existing or proposed scenic highways should generally be avoided. Where ridges or timber areas are adjacent to highways or other areas of public view, overhead lines should be placed beyond or below the ridges, and avoid timber areas.
- Avoid crossing at high points in the road so that the towers cannot be seen from a great distance. Instead, where possible, cross the highway between two high points, at a dip, on a curve in the road.



## Section V

### CONSISTENCY WITH OTHER GENERAL PLAN ELEMENTS

State law requires (Government Code Section 65300.5) that "... the general plan and elements and parts thereof comprise an integrated, internally consistent and compatible statement of policies for the adopting agency." The goals, policies and implementation measures contained in the Land Use, Circulation, Open Space and Conservation Elements are most relevant for an analysis of general plan consistency for the Scenic Highway Element. Land use designations and development standards included in the Land Use Element take into account the need to protect aesthetically sensitive areas. The Circulation Element contains policies concerning the expansion, improvement and design of streets. Although these policies place more emphasis on safety and efficiency than those found in the Scenic Highways Element, visual impacts are taken into consideration. Provision of bicycle routes and pedestrian facilities are also a part of both Elements. Protection of scenic highway corridors will further the ends of the Open Space and Conservation Elements as well as the Scenic Highway Element. Encouraging the maintenance and expansion of large lot zoning designations (i.e. E-A District, A-B-5+ District, RR-B-5+ District and O-A District) will also be of value to both the Open Space and Conservation program as well as the Scenic Highway Element efforts.

## Section VI

### REFERENCES

- Butte County Planning Department, January 1977, Scenic Highway Element.
- California Department of Transportation, July 1979, The Scenic Route - A Guide for the Official Designation of Scenic Highways.
- Inyo Mono Area Governmental Entities (IMAGE), June 1976 Scenic Highways Element.
- Mono County, August 1980, Mono County Code.
- Mono County Planning Department, February 1968, Circulation Element.
- Mono County Planning Department, April 1980, Draft Benton, Hammil, Chalfant Valleys Area General Plans.
- Mono County Planning Department, February 1968, Land Use Element.
- Mono County Planning Department, June 1973, Open Space and Conservation Elements.
- Mono County Road Department, October 1978, Regional Transportation Plan.
- Nevada County Planning Department, March 1980, Scenic Highway Element.
- San Bernardino County Planning Department, September 1974, Scenic Highway Element.
- Solano County Planning Department, May 1977, Scenic Roadways Element.
- Southern California Edison, July 1976, Rule No. 20.

Section VII

PEOPLE AND ORGANIZATIONS CONTACTED

California Department of Transportation

Lewis K. Wood, Scenic Highway Coordinator

Mono County

Planning Department  
Nancy Tronaas, Zoning Officer

Neil Van Winkle, County Counsel

Road Department  
Ran E. Berlin, Engineering Assistant

United States Forest Service

Bishop Office  
Wayne Chandler, Resource Officer



U.C. BERKELEY LIBRARIES



C124889334